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AN ADVISORY CIRCULAR prohibiting the use of approximately 300 instrument approaches at 160 U.S. airports (BA, Dec. 1, 1986/169) will be cancelled by FAA. The controversial AC would have prohibited the use of instrument approaches at airports in areas of precipitous terrain unless an altimeter setting was obtained from within five miles of the airport. FAA decided to cancel the AC, which was never implemented, because the agency is at least a year away from completing a related meteorological study.

NATIONAL TRANSPORTATION SAFETY BOARD staff is working on a special safety study of Emergency Medical Service Helicopter Operations. Study is expected to be ready for discussion by NTSB members late next month.

FAA ADMINISTRATOR Allan McArtor will have more freedom to spend FAA funds than his predecessors did. At McArtor's request, in one of her final acts as DOT Secretary, Elizabeth Dole signed a memorandum designating the FAA Administrator as the source selection official on FAA contracts of up to $150 million. Former FAA Administrators had to get DOT approval to sign any contract in excess of $2 million. New policy, which is expected to be formally implemented soon, will apply to contracts involving programs previously approved by DOT.

DESPITE CRITICISM, SENATE CONFIRMATION OF BURNLEY IS EXPECTED

James H. Burnley IV, who has developed a reputation for confrontation and controversy while serving as deputy secretary of transportation, appears likely to win Senate confirmation for the top DOT job despite his negative image. President Reagan nominated Burnley last Thursday to succeed Elizabeth Dole as DOT Secretary. He also nominated Mary Ann (Mimi) Dawson, a former chief of staff for Sen. Bob Packwood (R-Ore.) and now a member of the Federal Communications Commission, to be deputy secretary.

Senate Commerce Committee Chairman Ernest Hollings (D-S.C.), whose committee will hold confirmation hearings on Burnley, said yesterday that he expected an "uneventful" confirmation, but Sen. Wendell Ford (D-Ky.), chairman of the Senate aviation subcommittee, said Burnley has "burned so many bridges" with members of Congress in previous disputes that his confirmation may be delayed. Sen. Nancy Kassebaum (R-Kan.), ranking Republican on the aviation subcommittee, also expressed concern that Burnley's nomination could be "contentious," but said she expected him to be confirmed.

Burnley's selection is a victory for former Secretary Elizabeth Dole and the presidential campaign of her husband, Sen. Bob Dole (R-Kan.). Dole fought hard for Burnley in an effort to minimize the number of changes made to her policies as secretary. Attorney General Edwin Meese also worked for Burnley's nomination, while Vice President George Bush advocated the nomination of Wendy Gramm, administrator of the Office of Information and Regulatory Affairs at the Office of Management and Budget. Legislators wanted the new secretary to have transportation experience but they also expressed doubts about Burnley's ability to work with Congress.

While it's expected Burnley will eventually be confirmed, hearings on his nomination are likely to be marked by spirited attacks by Senate Democrats on the Reagan Administration's transportation

(Continued on the following page)

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Dave Colloqan, Editor • **Kathryn Bledsoe**, Assistant Editor • **Kenneth E. Gazzola**, Publisher

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SENATE CONFIRMATION (Cont.)

policies. Senate aviation subcommittee Chairman Wendell Ford (D-Ky.) warned that Burnley "cannot run the department if he approaches future situations as he has approached the ones in the past that I have been associated with. He has burned so many bridges behind him, it would be a Corps of Engineers 100-year project to rebuild them." Ford added, "He seems, however, to be afflicted with confirmation conversion. The confirmation process would be very slow if I had my way."

Burnley met Thursday with Sen. Frank Lautenberg (D-N.J.), chairman of the transportation appropriations subcommittee, for the second time since his name has been under consideration for the post, in an attempt to win the senator's support for nomination. Burnley and Lautenberg have had a particularly acrimonious relationship in the past. Following the meeting, Lautenberg criticized Burnley, but said he will not oppose the nomination because he recognizes the importance of the job and the need to address critical transportation issues. Lautenberg said the Burnley nomination has presented "some serious problems. Burnley has had significant responsibilities at DOT in aviation and other areas which have been managed badly." He also said that DOT has "not been forthright in analyzing and discussing these issues, and DOT officials have been under the weight of the Office of Management and Budget rather than making the case for sound transportation policies." Lautenberg added, "Also of great importance is the question of temperment and disposition."

Kassebaum said Burnley is familiar with the important transportation issues and "will bring a sense of continuity to DOT at this critical time." She said, however, that "I believe this nomination will be a contentious one, not to the point that I think he will be defeated, but it could be a lengthy process. I hope these problems are behind us now and that Burnley can be confirmed quickly."

Burnley served as DOT general counsel before taking over as deputy secretary in 1983 and has been in charge of day-to-day operations at DOT since that time. A graduate of Yale and Harvard Law School, Burnley was attempting last week to neutralize criticism of his actions at DOT. In addition to meeting with key Senators who have been critical of him, Burnley met with John Baker, president of the Aircraft Owners and Pilots Association, for what Baker termed a "frank and constructive" conversation. AOPA had been poised to oppose Burnley's nomination, but Baker said he was "encouraged by the meeting. I am not ready to publicly endorse his candidacy, but I did pledge to keep an open mind as the nomination moves to the Senate..."

Baker said specific issues he had raised with Burnley included "micromanagement of the FAA, the crisis in confidence in aviation, failures to rebuild the controller workforce, mounting delays for the NAS Plan and lack of meaningful communication before DOT actions." Baker said that those problems in the past "have resulted in unwarranted and unfair departmental actions aimed almost exclusively at general aviation, without addressing real problems of safety and efficiency." Baker said Burnley "assured me that he understood our concerns and wanted to work closely with us on the broad range of aviation issues. He said we could expect to see changes in how the department is managed and operated, both in terms of communication and its relationship with modal administrations, and in its attitudes toward general aviation."

USED JET SALES DOWN SLIGHTLY, BUT MARKET STILL STRONG -- Sales of used business jet aircraft are down slightly compared to the past three years, but the used jet market is still strong, according to an analysis by W. Barry Smith Enterprises, a Dallas, Tex. aircraft brokerage firm. Smith said that during the first eight and one-half months of 1987, 563 used business jets changed hands, compared to the following totals during the same periods in 1984-1986: 1984-604; 1985-615; and, 1986-610.

Smith said the trend toward acquiring used aircraft instead of new models began during the recession in the early 1980s and has continued because of the sharp price differential between new and used models, with used planes outselling new ones by four or five to one over the past four years. Smith said there is no new technology available for manufacturers to significantly improve the performance of their products and noted there is still an inventory of over 800 used aircraft available for sale. Based on those factors he projected that used jets will continue to outsell new models for another three to five years. A breakdown of used jet sales by model and number is reprinted on the back of Page 115.

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U.S. USED BUSINESS JET SALES
JANUARY 1, 1987 THRU AUGUST 15, 1987

(End User to End User Only. Financial Restructuring and Dealer Inventorying Transaction Eliminated From Count)

BAC 111/400 & 200	8		
BOEINGS (707,727,737) & DC-9	11		
Airliner Total:		19	3.34%
CHALLENGER 600 (AVCO ENGINES)	4		
CHALLENGER 601 (GE ENGINES)	1		
Challenger Total:		5	0.89%
CITATION 500/I/ISP	85		
CITATION 550/II/IISP/IIS	56		
CITATION 650/III	6		
Citation Total:		147	26.1%
DIAMOND I/IA/BEECHJET	14		
Diamond Total:		14	2.49%
FALCON 10/100	19		
FALCON 20/200	36		
FALCON 50	6		
FALCON 900	-		
Falcon Total:		61	10.8%
GULFSTREAM II/IIB	16		
GULFSTREAM III	3		
GULFSTREAM IV	-		
Gulfstream Total:		19	3.34%
HS 125 1A/3A/400	22		
HS 125-600	2		
HS 125 RETROFITTED WITH TFE 731 ENGINES	9		
HS 125-700	19		
HS 125-800	3		
HS 125 Total:		55	9.77%
JETSTAR -6 & -8	2		
JETSTAR II & 731 RETROFIT	14		
JetStar Total:		16	2.84%
LEAR 23, 24, 25, 28, 29 (ALL ALPHABET MODELS)	66		
LEAR 35 & 36	61		
LEAR 55	9		
Learjet Total:		136	24.2%
SABRELINER 40	12		
SABRELINER 60	15		
SABRELINER 65	4		
SABRELINER 75	2		
Sabreliner Total:		33	5.86%
JET COMMANDER 1121 & 1123	29		
WESTWIND: 1124, I, II, ASTRA	29		
Westwind Total:		58	10.3%

1987 YEAR-TO-DATE TOTAL: 563

COMPARISONS WITH SAME TIME PERIOD IN PREVIOUS YEARS:
1984: 604 1985: 615 1986: 610 1987: 563